

# ROBBERIES SEIZE AN ENGINE, LOW UP EXPRESS CAR SAFE, DEFEAT POLICE IN BATTLE

Two Robbers Shoot at Crew  
and Passengers on Illinois  
Central Train.

GET \$500; MISS \$25,000.

Escape to Springfield on the  
Illinois Locomotive and  
Cannot Be Found.

SPRINGFIELD, Ill., June 18.—

Two masked men, who early to-day  
robbed the express car on the Dis-  
cussional, the Illinois Central's  
train between St. Louis and Chi-  
cago, have not yet been located.

After being interrupted in their  
work by police, the bandits forced  
the engineer to run past the blue-  
prints. When a later trial with dynamite  
threw the safe they ran the  
train into Springfield and disap-  
peared.

The train, according to the local  
authorities, contained more than \$500,  
and the express car was loaded with  
valuable goods. The engine crew  
were not injured, but the passengers  
were scattered and some were  
injured. It is reported that a  
train containing \$25,000 was not  
discovered by the bandits.

The "bullet" took place ten miles  
west of Springfield. A band of  
robbers forced the train to a stop and  
the engine was driven toward the  
city.

After firing a fusillade of revolver  
shots at the crew of the engine to  
prevent them from stopping, the  
robbers forced the engine to proceed  
toward the city.

CHARGES OF DYNAMITE  
USED ON SAFE.

The engine crew did not charge  
the robbers, who could be plainly  
seen in the passenger car. The  
robbers were armed with dynamite  
and used it to open the safe.

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## T. R. AND ABBOTTS ALONE IN OUTLOOK, HOWLANDS QUIT

Vice-President of Company  
and Two Sons Withdraw  
In Mystery.

YOUNG ABBOTT TALKS.

Retiring Official Was Prom-  
inent Partisan in Colonel's  
Campaign.

The Howland element in the manage-  
ment of the Outlook to out. William

B. Howland, Vice-President and pub-  
lisher; Karl C. B. Howland, Treasurer,  
and Harold J. Howland, a department  
head, moved their desks and personal  
belongings from the publication office  
on the seventh floor of the Charities  
Building, at No. 27 Fourth avenue,  
last Saturday.

The reason for their departure has  
not yet been told. The Howlands were  
vice presidents in the Outlook Com-  
pany. It has been reported that the  
elder Howland, at least, will become as-  
sociated with the Independent in an  
important executive capacity. There  
was no one at the office of the Inde-  
pendent, No. 125 Fulton street, to-day  
who would affirm or deny this report.

Efforts to find W. B. Howland or  
either of his sons at the Outlook office  
last day were unavailing. Inquiries were  
made of their business with Mr. How-  
land and of their relations to the Inde-  
pendent, and were told the Howlands  
could not be reached.

Efforts to gain an explanation from  
the Outlook also were unavailing. None  
of the Abbotts in the Outlook man-  
agement could be seen. It was said  
Lepman Abbott, editor, would not be in  
during the day, and that Lawrence P.  
Abbott, president of the company, and  
Ernest H. Abbott, secretary, would not  
return until late this afternoon. Col.  
Theodore Roosevelt, contributing editor,  
was not expected in during the day, it  
was said.

Hamilton Holt, president and editor of  
the Independent, was reported to be in  
Pennsylvania, and Frederic B. Dickin-  
son, business manager, refused to dis-  
cuss the report that Mr. Howland was  
seen to join the Independent staff.

Mr. Howland was here this morning,  
but he had no office here, he said.  
"Anything further on the subject must  
come from Mr. Howland."

Ill With Pneumonia, Young Man  
Goes Paddling—Two Nearly  
Drowned.

An ambulance was called from Ford-  
ham Hospital at 1:30 o'clock this morn-  
ing to take Paul Koerner, an engraver,  
from the home of his parents at No.  
34 East One Hundred and Eighty-sec-  
ond street. Through the hospital re-  
port the police learned for the first  
time of the upsetting of a canoe off  
Chasen Point, nearly causing the drown-  
ing of Koerner and his fiancée, Miss  
Bertha Helman of No. 24 East Ninety-  
third street.

Koerner, according to the physicians  
at the hospital, is in an advanced stage  
of pneumonia and must have been ill  
for several days without realizing the  
gravity of his condition. He said that  
he became dazed while paddling the  
canoe and woke to find himself strug-  
gling in the water and Miss Helman  
clinging to the canoe. He managed to  
reach her and support her until per-  
sons in their boats near by came to  
their rescue and took them ashore.  
Miss Helman went home after seeing  
Koerner taken to the house of the Pio  
Bore Club, of which he is a member.

Koerner was later taken to his home  
and his fever increased there until his  
parents and brother felt compelled to  
call help from the hospital.

PRUSSIA STOPS WAR PLAY.

Veterans Said It Gave Too Much  
Glory to Napoleon.

BREISLAU, Prussia, June 17.—Further  
productions of Gerhard Hauptmann's  
"Centenary Festival Play," which has  
been running in connection with the  
Centenary Exposition here, have been  
forbidden by the theatre committee, of  
which the Burgomaster and Councilmen  
are members.

This action follows numerous protests  
against the play from war veterans and  
others, who have asserted that it unduly  
glorified Napoleon and failed to pay  
proper tribute to Prussia's liberators.

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Oskar Senz, President William, who is  
the patron of the exposition and attend-  
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## SMOKERS ATTACK DR. PEASE FOR HIS BAN ON TROLLEYS

Trying to Make Business for  
Physicians, One Angry  
Witness Says.

NICOTINE'S FOES BUSY.

Public Service Commission  
Hears Both Sides on Use of  
Tobacco on Cars.

Dr. Charles G. Pease, who doesn't  
smoke himself and doesn't believe in  
anybody else smoking, had his hearing  
before the Public Service Commission  
this morning to determine whether the  
present regulations against smoking in  
the subway and on all trains, trolleys  
and "L's" are sufficient.

The doctor has been working to de-  
stroy the "noxious weed" these many  
months. He is President of the Non-  
Smokers' Protective League of America,  
and has been in the public prints often  
and often. He is a dentist, a doctor, a  
surgeon and Christian Science healer.

Commissioner Milo R. Malibee held the  
hearing. Every railroad in the city  
and several running out of the city were  
represented by counsel. There was a  
crowd in attendance. A number of ladies  
were visible. The doctor was in his  
element. There was no smoke in the  
committee room. The hot air hadn't  
started.

When Commissioner Malibee asked  
who wished to speak against smoking  
on the cars the doctor arose and said  
that he did and read a list of others  
who did. "I've laid" was "laid" in the  
list who wished to voice their pro-  
tests against smoking on open cars.  
They were Miss Florence Smith, Mrs.  
E. A. Kilburn, Mrs. C. Ordway, Miss  
Agnes Stewart and Mrs. Willis.

Inspectors Edward D. Hutchinson, C.  
A. Sanford and G. J. Fommers of  
the Commission were put on the stand  
to testify to the regulations for smoking  
on the various car lines.

Dr. Pease was then sworn at his own  
request, saying that he desired to give  
evidence. He said that he wanted to  
speak of the prevalence of tobacco  
smoke in cars, platforms and stations.  
"I have often stopped smoking in  
front seats," said the doctor.

"How did you do that?" inquired the  
Commissioner.

"I told them to stop, and if they didn't  
I called the conductor and told him to  
make a charge of disorderly conduct  
against the offenders."

"On many occasions," said the doctor,  
"I have seen 'No Smoking' signs on  
stations, and the station agent smok-  
ing a cigar while selling tickets  
through the window."

"Where was that?" asked the Com-  
missioner, sitting up.

"Well, I guess that was outside of  
your jurisdiction. It wasn't in New  
York."

"What would be the use of our mak-  
ing regulations if the present or-  
dinance is not observed?" asked the  
Commissioner.

"Our association would stand by you  
and make your fight."

"Why don't you make a fight for the  
present ordinance?"

"I have made several arrests in the  
subway myself, and I have found the  
guards very reluctant to testify. They  
are not compelled to observe the or-  
dinance."

Mrs. F. Milton Willis of No. 34 West  
Sixty-seventh street said that there was  
danger in smoking. Once a cigarette  
fell from the "L" and landed right on  
her hat. It was a good thing it was a  
winter hat. If it had been straw or  
had burned on it it would have been  
all turned up.

Mrs. Carl Ordway told how they smoke  
in the Erie ferry house. She was in  
there one day and a man came in to  
see the ticket seller with a cigarette in  
his mouth.

"When I remonstrated," she said, "the  
agent said the man was a friend of his.  
Then he went out and another man  
came in smoking a cigar. He was an-  
other friend of his."

Dr. Pease got an awful jolt from  
one of his best witnesses, Edward P.  
Thompson, of the Hotel Dresden. Mr.  
Thompson was exceedingly nervous. He  
said that he had come from Washing-  
ton to New York to get some fresh air.  
He didn't get it. He tried to get it  
by taking trolley rides. There was nicot-  
ine mixed with his ozone. If he walked  
in the streets he got his eyes  
filled with smoke. And it was the same  
in the parks.

"But," interrupted Dr. Pease, sava-  
gely, "you can dodge the smoke in the  
street, can't you?"

"No, I cannot!" roared the witness,  
and a roar of laughter shook the room.  
James O'Neill proved a great card.  
"You've heard a lot of people talking  
against smoking on the last four seats  
in general, if the smokers were to be  
arrested, they would fill Central Park  
seven times over."

"But we can't leave our business every  
time some crank becomes dissatisfied  
with the universe. We have to stop  
living in these days, or we will be run  
over by a funeral. We've got so many  
silly laws that if everybody would be  
punished under one of them there  
wouldn't be enough of us outside to do  
the business of the city."

James McCutcheon made an argument  
in favor of the sanitary effects of to-  
bacco. "I am sixty-three years old,"  
he said, "and I have been smoking for  
forty-four years."

"It will get you yet," said Dr. Pease.  
"Don't you know," said Miss Agnes  
Stewart, "that smoking gave you

## Dr. Pease, Arch-Enemy of Smokers, Examining a Friendly Witness



Grant a cancer, and that he died from  
smoking."

"He would have died anyhow," re-  
sented Mr. McCutcheon.

Commissioner Malibee heard from a  
few others in favor of smoking and re-  
garding the abridged liberties of  
smokers on cars and then declared the  
hearing closed.

"YOU'RE TOO PRETTY,"  
CRIED WOMAN AS SHE  
SCRATCHED GIRL'S FACE

Mysterious Woman Makes  
Sudden Attack in Street  
and Is Arrested.

Miss Annie Noonan, sixteen years of  
age, of No. 174 East Eighty-fifth street,  
is a pretty girl, with an equally pretty  
friend, Miss Julia Leo, seventeen, of  
No. 28 Third avenue, was walking on  
Third avenue near Sixty-sixth street to-  
day when they were approached by Miss  
Cens Peters of No. 36 Third avenue.

Miss Noonan told the police that the  
woman stepped in front of her, blocking  
her path, gazed at her a second, and  
then said: "You are too pretty."

With that, Miss Noonan says, Miss  
Peters took both hands and scratched her  
face. Miss Noonan screamed and  
several pedestrians, among them Patrol-  
man Mushmaker of the East Sixty-sev-  
enth street station, ran to the rescue  
and Miss Peters ran south on Third av-  
enue. The policeman pursued. Miss  
Peters turned west in Sixty-sixth street  
and then north in Lexington avenue, and  
was overtaken before she had reached  
Sixty-sixth street. Two men aided the  
policeman in getting her to the station  
house, where she refused to discuss a  
charge of assault against her.

Miss Peters, aside from giving her  
name and address, refused to answer  
any questions. In her hand was the  
police found \$15 and a ticket to England  
on the Adriatic of the White Star line,  
which sails to-morrow.

TAFT TO BE THE ORATOR  
AT GETTYSBURG REUNION.

Former President to Preside on July  
4 in the Absence of  
Wilson.

GETTYSBURG, Pa., June 18.—Follow-  
ing the news that President Wilson  
would not be present at the celebration  
of the battle anniversary here in July,  
semi-official announcement was made to-  
day that former President Taft would  
be here to preside over the great gath-  
ering and to deliver the principal oration  
on July 4, the closing day of the  
anniversary.

There had been doubt for  
some weeks that Mr. Wilson would be  
here, the definite announcement caused  
disappointment among all those locally  
connected with arrangements for the  
celebration.

Steps have been taken to gather to-  
gether as many as possible of the Gettys-  
burg women who years ago stood on  
the street of this town and sang patri-  
otic songs as Buford's cavalry gal-  
loped through in preparation for the  
fight of the first day.

JAPANESE AGITATORS  
QUOTE PATRICK HENRY.

Call for a Mass Meeting Bears  
Headline, "Give Me Liberty  
or Give Me Death."

TOKYO, June 18.—Posters calling a  
mass meeting for to-morrow and bear-  
ing the headline, "Give Me Liberty or  
Give Me Death—Patrick Henry," were  
pasted to-day by agitators on some  
walls in the vicinity of the United States  
Embassy and at other points in the  
Japanese capital.

The organizers of the meeting declare  
that their object is to secure a more  
decisive diplomatic attitude against  
the United States.

## HOPS, SKIPS, JUMPS ACROSS THE OCEAN TO KEEP IN TRIM

Champion Gustav Lindblom,  
the "Human Flea," Comes  
Here for Athletic Games.

Six feet and two inches of hop, skip  
and jump arrived in port this morning  
aboard the C. F. Tietgen of the Scan-  
dianavian-American line. Gustav Lind-  
blom—the human flea, they called him  
aboard the steamship—has journeyed  
from his home in Stockholm to show  
Americans how to hop, skip and jump.  
And Lindblom knows how, for last year  
he was champion in this particular  
form of sport in the Olympic games.

The twenty-year-old schoolboy kept  
in training all the way over from Swe-  
den. He hopped, skipped and jumped  
about the ship from morning until  
night. His fellow passengers caught  
the fever and were hopping and skip-  
ping on the way up the bay this morn-  
ing. It was like a ship with St. Vitus  
disease. Lindblom never walked up or  
down the companionways. Instead he  
could hold of the handrails and slide  
from one deck to the other.

"I simply can't help hopping and  
skipping and jumping," said the athlete.  
"Ever since I could walk I have been  
jumping about. When I was a little  
chap I used to practice running up and  
down stairs. I finally got so that I  
could clear five steps at a time. The  
hop, skip and jump is wonderful exer-  
cise. It brings every muscle in the  
body into play. If stout people would  
only take up the exercise they would  
find themselves in condition in a short  
time."

Lindblom's hop, skip and jump record  
is forty-eight feet, five inches. He will  
be guided in the Capitol as quoted as re-  
ferring to the statue as "those guys,"  
and that reverence for the national  
sanctuary seems to have diminished.

MAY OWN LAND IN JAPAN.

Right Granted to Subjects of Aus-  
tria and Italy.

TOKYO, June 18.—Japan has ratified  
the new commercial treaties with Aus-  
tria and Italy providing for the right of  
subjects of these countries to own real  
property in Japan. This right is con-  
ditional upon Austria and Italy grant-  
ing Japanese a similar right. As the  
law passed in the Diet authorizing for-  
eigners to own real estate in Japan is  
not yet in force this clause for the  
present is without effect.

U. S. Consul Saved Frenchman's Life.  
PARIS, June 18.—The life of a French-  
man taken prisoner by the Federal  
troops in Mexico was saved by the in-  
tervention of James H. Johnson, Amer-  
ican Consul at Matamoros, in the State  
of Tamaulipas, according to information  
which reached the French Foreign  
Office to-day. Pierre Bernatchez, who  
was suspected of favoring the revolu-  
tionists, had been arrested and was  
about to be executed summarily by the  
Federal military authorities when Mr.  
Johnson protected and secured his re-  
lease to his own country.

## WITH BAD BRAKES WRECK TRAIN SPED NINETY MILES AN HOUR

(Continued from First Page.)

feet between the distance and home  
signals," demanded Benaps.  
Joy could only answer: "I said about  
1,200 feet."

Prior to the opening of the season  
there had been another test of the sec-  
ond section of train No. 12, which was  
the one behind engine No. 1235 last  
Thursday, by a run at fast speed from  
New Haven to this city with frequent  
stops upon a single application of the  
emergency brake.

The object of these stops was to test  
the brakes on the cars under service  
from a different engine than the one  
which crushed the earlier car. The train  
was sent back to New Haven with  
instructions to those in charge not to  
interfere with the apparatus on it, as  
the committee of experts wish to use it  
further tests.

"Mr. McChord began proceedings by  
announcing:  
"In conducting this investigation the  
Interstate Commerce Commission has  
invited the Public Utilities Commission  
to take part. I believe we are all here  
and may proceed."

MAPS OF SCENE OF WRECK ARE  
SHOWN.

Philly J. Dougherty, counsel to the In-  
terstate Commerce Commission, sug-  
gested that the physical aspect of the  
scene of the wreck be taken up. He  
described this first by means of maps  
and plans prepared by the New Haven  
road, and James Beeth, an engineer of  
the railroad, explained the detailed maps  
to the Commission.

John J. Dodan, train dispatcher at  
New Haven, testified to the operation  
of the two sections of train No. 12, the  
wrecked train, but as his jurisdiction  
extended from New Haven only to  
South Norwalk, he was excused quickly,  
and Thomas A. Reading, who holds the  
same post at South Norwalk, was called.  
He read from his time sheet the  
running time of both sections of the  
train from South Norwalk to Stan-  
ford.

The first section ran from South  
Norwalk to Danbury in five minutes,  
from Danbury to Glen Brook four min-  
utes, and from Glen Brook to Stamford  
two minutes. The second section,  
Dougherty's train, made the same  
stretches in seven, three and one min-  
ute, respectively. It is a fraction over  
a mile and a half from Danbury to Stan-  
ford, as Dougherty was doing better  
than ninety miles an hour on the last  
stretch before the crash.

The regular schedule calls for eleven  
minutes, as both Dougherty and the  
first section made it, but Dougherty  
made his run by a final spurt after  
having made the first two stretches  
somewhat more slowly than the first  
section.

Commissioner McChord brought out  
the fact that fractional minutes are  
never noted, so that Dougherty's time  
for the mile and a half run might have  
been more than a minute, though Read-  
ing thought not much more, as it then  
would have been reported as two  
minutes.

RULE IS NOT ENFORCED, HE  
DECLARES.

Benjamin I. Spook, lawyer for the  
railroad, took reading in hand and made  
his explanation.  
"If a train passes a tower after one  
minute, but prior to the half minute fol-  
lowing, we generally call it a minute.  
If it passes the minute and a half we  
call it the following minute. Thus  
4.11.12 would be recorded as 4.11, to use  
these as examples."

"But there isn't any rule about it.  
You just put down any old time you  
like," suggested Mr. McChord.

"No, sir; not any old time. I believe  
the rule I have mentioned is generally  
followed."

"There is a rule in regard to this mat-  
ter, then," exclaimed Mr. McChord.

"I believe the rule has been enforced  
at Stamford. Otherwise, I think it is  
simply the custom among dispatchers."

The time sheet showed that Dougherty  
had driven 1.1 miles in one minute,  
about ninety miles an hour.

CLOCK HAS NO SECOND HAND  
ON IT.

More revelations as to the New Ha-  
ven method of clocking its trains came  
from William Mason, the towerman at  
Glen Brook, who testified: "My clock  
has no second hand on it."

"Q. Yet you clock trains? A. Yes, I  
place the time at the nearest minute."  
Q. But you have no second hand to  
help you? A. No, sir.

"Q. Is your clock accurate? A. I don't  
think it was very accurate. I had had  
it repaired several times and just before  
the accident I had corrected the time  
on my clock after calling up the train  
dispatcher."

Q. How did he give you the time when  
you had no second hand? Did you  
have to guess at it? A. No, sir, he  
gave me the exact minute and I no-  
ticed how much my clock was off.

Mr. Spook took some of the sting out  
of the testimony by developing the fact  
that both trains were clocked by the  
same time, so that if there were any  
error in one train's time it appeared  
equally in the record of another.

WAS GOING TOO FAST TO STOP  
TRAIN.

George E. Wood, towerman at Stan-  
ford, testified: "I was sitting at my  
desk when I saw Dougherty's train  
coming, and I remember saying to  
some one, 'I wonder if he knows where  
he's going' and then he struck."

Q. Did you notice anything special? A.  
Why, I noticed he was coming in too  
fast to stop.

Q. Well, after you saw the collision,  
what did you do? A. I made a record  
on my sheet and told the train dis-  
patcher at New Haven what had hap-  
pened.

I should think about two car lengths.  
Then Mr. Dougherty reverted to Read-  
ing's statement that there was an  
error as to time at the Stamford tower.  
"Was there any such rule at Stan-  
ford?" the lawyer asked.

"I never heard of any such rule. It  
was my custom to split on the half  
minute, and it is the custom of all op-  
erators I have come into contact with."

It developed that all railroad clocks  
are set officially at noon and midnight,  
and Wood's train sheet showed his  
clock had been ten seconds slow at noon.

"Will you tell me," demanded Mr.  
Dougherty, "how you could tell the clock  
was ten seconds slow when your clock  
had no second hand?"

Wood said he had not set the clock  
himself and did not know how this  
computation was reached.

DOUGHERTY IS ALSO CALLED  
BEFORE COMMISSIONERS.

Then Charles J. Dougherty was  
called. The engineer of the wrecked  
train looked much better than he had  
on last Friday